

SURFACE TRANSPORTATION BOARD
SECTION OF ENVIRONMENTAL ANALYSIS

E0-1193

POST ENVIRONMENTAL ASSESSMENT

ENVIRONMENTAL RECOMMENDATIONS IN
STB DOCKET NO. AB-1023 (Sub-No. 1X)

May 4, 2009

ABANDONMENT TYPE

The time for comments on the Environmental Assessment (EA) has expired in this:

☐ Notice of Exemption ☒ Petition for Exemption ☐ Regulated Abandonment

☐ **NO NEW COMMENTS WERE RECEIVED**

☒ **NEW COMMENTS WERE RECEIVED**

SEA served an Environmental Assessment (EA) for this proceeding on March 30, 2009 for public review and comment. In the EA, SEA recommended three (3) environmental conditions and concluded that the proposed action would not significantly impact the quality of the human environment.

Comments on the EA

SEA received one comment (see attached) after the issuance of the EA. The Washington State Department of Ecology (WADOE) commented that oils, hydraulic fluids, fuels, and other petroleum products and pollutants could be released into neighboring waterways during salvage activities, and that such discharges are a violation of the Federal Pollution Control Act and the Water Quality Standards for Surface Water of the State of Washington. WADOE further commented that the Puget Sound & Pacific Railroad Company (PSAP) may be required to install sediment control devices as a means for managing such pollutant-laden runoff. In addition, WADOE commented that the wood railroad ties within the area of the proposed abandonment could be chemically treated, and therefore should be removed in accordance with the document Focus on Treated Wood Exclusions available on its website at <http://www.ecy.wa.gov/pubs/0304038.pdf>. Lastly, WADOE encourages recycling of waste material and provided a hotline number in the attached comment letter that lists recycling and reuse facilities within the area. Based on these concerns, SEA is recommending a new consultation condition that requires PSAP to contact WADOE prior to initiating salvage activities.

Conclusions

The EA comment period has ended. Accordingly, SEA recommends that the three conditions recommended in the EA as well as the new condition recommended in this document be imposed upon any decision granting abandonment authority. SEA concludes that if the

following conditions are imposed, the proposed action would not significantly affect the quality of the human environment.

1. Prior to commencement of salvage activities, Puget Sound & Pacific Railroad Company (PSAP) shall contact the City of Hoquiam in order to discuss local concerns regarding the safety and condition of the bridges, railroad trestles, infrastructure in the railroad right-of-way along Polk Street, permit requirements for closing crossings, and any other reasonable requirements. PSAP shall report the results of the consultations back to the Section of Environmental Analysis (SEA) in writing.
2. PSAP shall consult with the National Geodetic Survey (NGS) and notify NGS at least 90 days prior to beginning salvage activities that will disturb or destroy any geodetic station markers and report the results of its consultation to SEA in writing.
3. PSAP shall retain its interest in and take no further steps to alter the historic integrity of all sites, buildings, and structures within the project right-of-way (area of potential effects) that are eligible for listing or listed in the National Register of Historic Places until the Section 106 process of the National Historic Preservation Act, 16 U.S.C. § 470(f), has been completed. PSAP shall report back to SEA regarding any consultations with the Washington Department of Archaeology and Historic Preservation and any other Section 106 consulting parties. PSAP may not file its consummation notice or initiate any salvage activities related to abandonment until the Section 106 process has been completed and SEA has removed this condition
4. Prior to commencement of any salvage activities, PSAP shall consult with the Washington State Department of Ecology to ensure that any concerns regarding potential contamination of the right-of-way and applicable stormwater management, sediment control and railroad tie recycling requirements are addressed. PSAP shall report the results of these consultations in writing to SEA prior to the onset of salvage operations.

SEA CONTACT: Diana Wood
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Distribution: Ann Newman, Office of Proceedings
SEA Chron
ECT

Attachment: (1)



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

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Dfw
AB-1023 1X

April 30, 2009

Ms. Diana Wood
Surface Transportation Board
Case Control Unit
Washington, DC 20423

Dear Ms. Wood:

Thank you for the opportunity to comment on the national environmental policy act/environmental assessment for the Puget Sound & Pacific Railroad Company-Abandonment Exemption project (Docket No. AB-1023 (SUB-No. 1X) located in Grays Harbor. The Department of Ecology (Ecology) reviewed the information provided and has the following comment(s):

SOLID WASTE & FINANCIAL ASSISTANCE: Anya Caudill (360) 407-6084

The applicant proposes to remove a structure(s) that may contain treated wood. Please refer to Ecology's publication "Focus on Treated Wood Exclusion," available at <http://www.ecy.wa.gov/pubs/0304038.pdf>, for suggested best management practices and disposal requirements for treated wood. For additional information or clarification, please contact Dee Williams with Ecology's Hazardous Waste and Toxics Reduction program, at (360) 407-6348.

Property owners, developers, and contractors are encouraged to recycle all possible leftover construction, demolition, and land clearing (CDL) materials and reduce waste generated. Recycling construction debris is often less expensive than landfill disposal. Please call Ecology's 1-800-RECYCLE hotline for facilities in the area that will accept your CDL materials for reuse or recycling.

WATER QUALITY: Roberta Woods (360) 407-6269

The proposed track abandonment involves about 1.5 miles of track and several water crossings. Erosion control measures must be in place before any disturbances occur over and in the buffers of these water crossings. These control measures must be effective to prevent stormwater runoff from carrying soil, debris and other pollutants into the surface waters or stormdrains that lead to surface waters. Sand, silt, clay particles and soil will damage aquatic habitat and are considered to be pollutants. Any discharge of sediment-laden runoff or other pollutants to waters of the state can be a violation of Chapter 90.48 RCW, Water Pollution Control Act, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and may be subject to enforcement action.

During the project, all releases of oils, hydraulic fluids, fuels, other petroleum products, paints, solvents and other deleterious materials must be contained and removed in a manner that will prevent their discharge to waters of the state and soils of the state. Cleanup of spills will take precedence over other work on the project.

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Proper disposal of construction debris must be on land in such a manner that debris cannot enter streams and their buffers or cause water quality degradation of state waters.

A permanent vegetative cover should be established on denuded areas at final grade if they are not otherwise permanently stabilized.

All temporary erosion control systems should be designed to contain the runoff from the developed two year, 24-hour design storm without eroding.

Provision should be made to minimize the tracking of sediment by construction vehicles onto paved public roads. If sediment is deposited, it should be cleaned every day by shoveling or sweeping. Water cleaning should only be done after the area has been shoveled out or swept.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(SM: 09-1900)

cc: Anya Caudill, SW&FAP
Roberta Woods, WQ